

Bay Area Express Lanes Network

California's Infrastructure: A Path to Economic Recovery and Jobs

California Foundation on the Environment
and the Economy

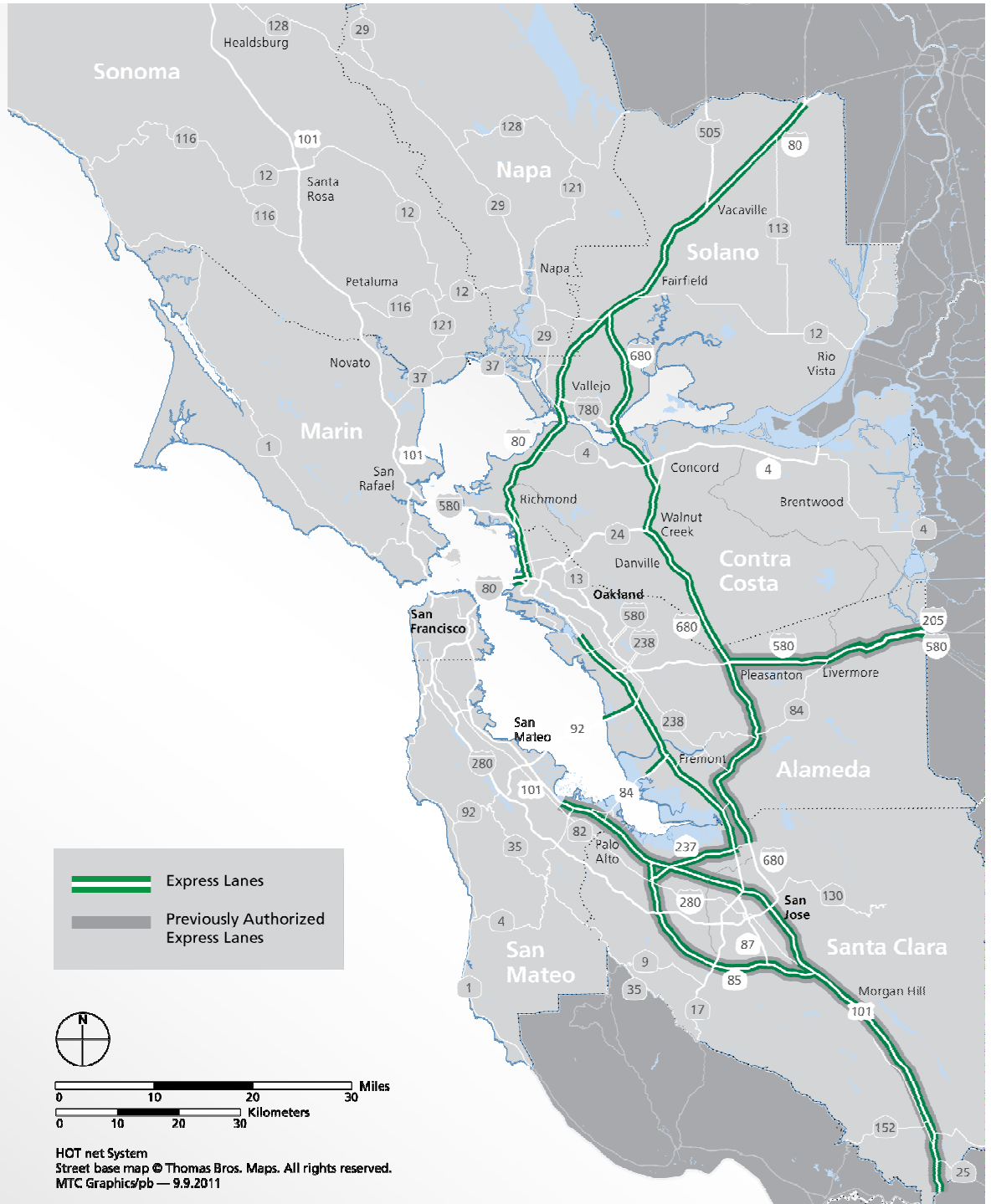
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Metropolitan Transportation Commission



Regional Express Lane Network

- **Improve mobility** for carpoolers, bus riders, and motorists willing to pay
- **Build on foundation** of 420 miles of existing HOV lanes
- **Generate new source of toll revenue** at time of constrained state and federal budgets



Regional Express Lane Network Mileage

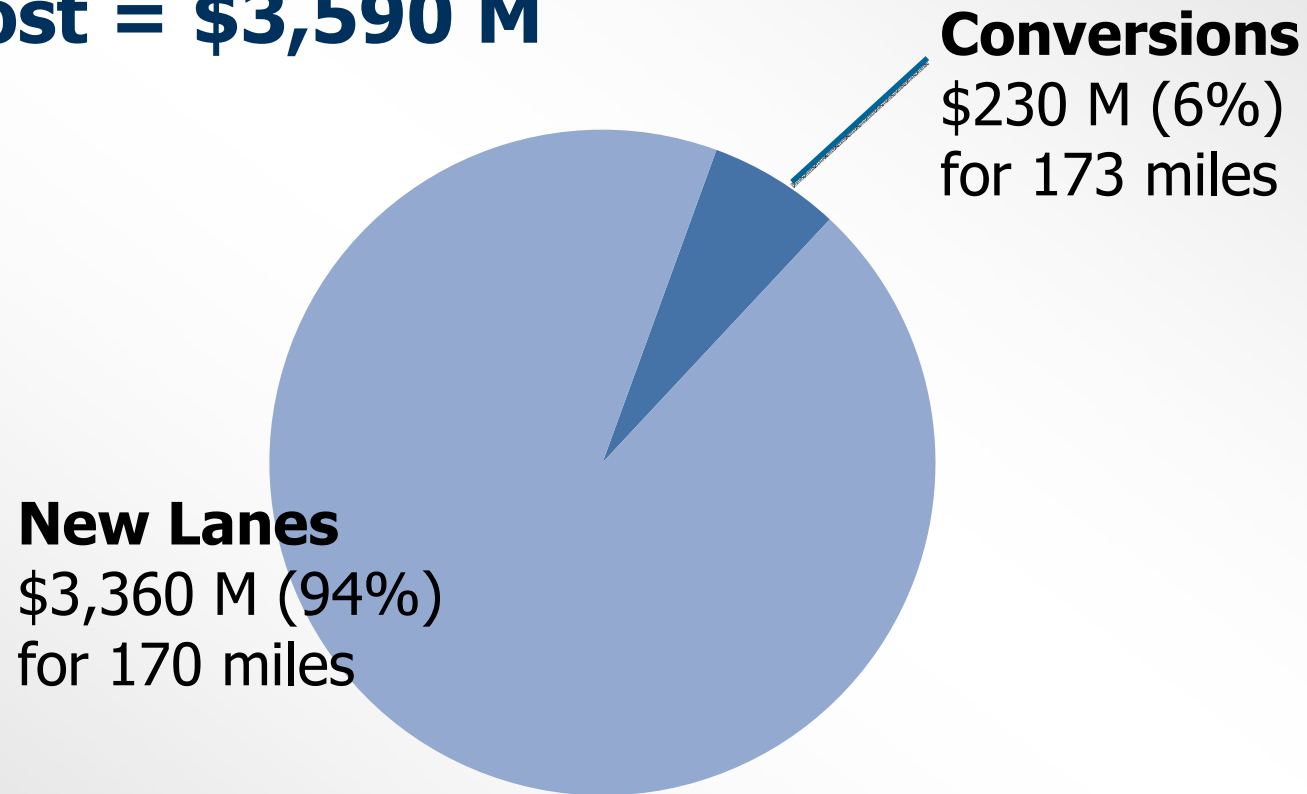
	Directional Miles		
	Previously Authorized ¹	New Authority	Total
Convert existing HOV lanes to express lanes ²	190	150	340
Widen existing freeways to create express lanes	90	120	210
Operational gap closure	0	20	20
Total	280	290	570

¹ In both Alameda and Santa Clara counties

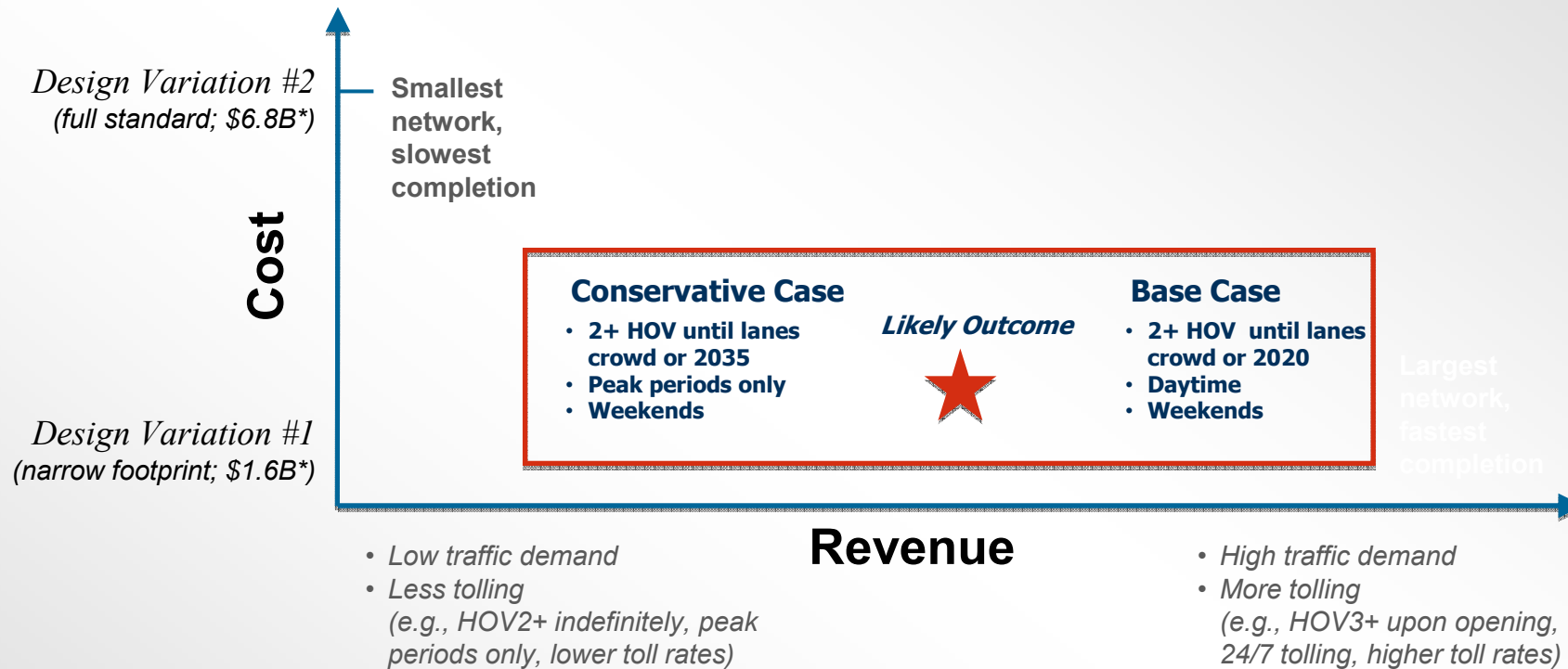
² Includes existing I-680 Sunol Express Lane (14 miles)

Share of Capital Cost for Conversions

Total Cost = \$3,590 M



“Bookends” for Financial Analysis in Application



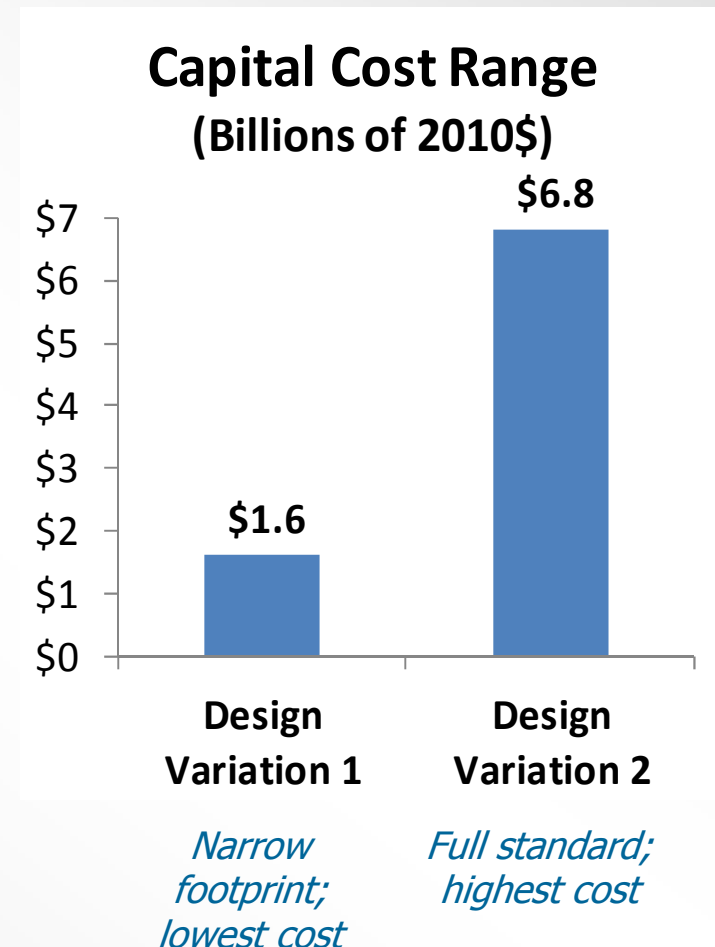
- Financial analysis cases, expressed as tolling policy scenarios, provide an envelope for variations in other factors including costs and financing terms.
- Implementation of specific tolling policies would be subject to future MTC Commission actions, in consultation with regional partners.
- Emphasizes need to contain costs within Caltrans design assumptions.



* Costs in 2010\$

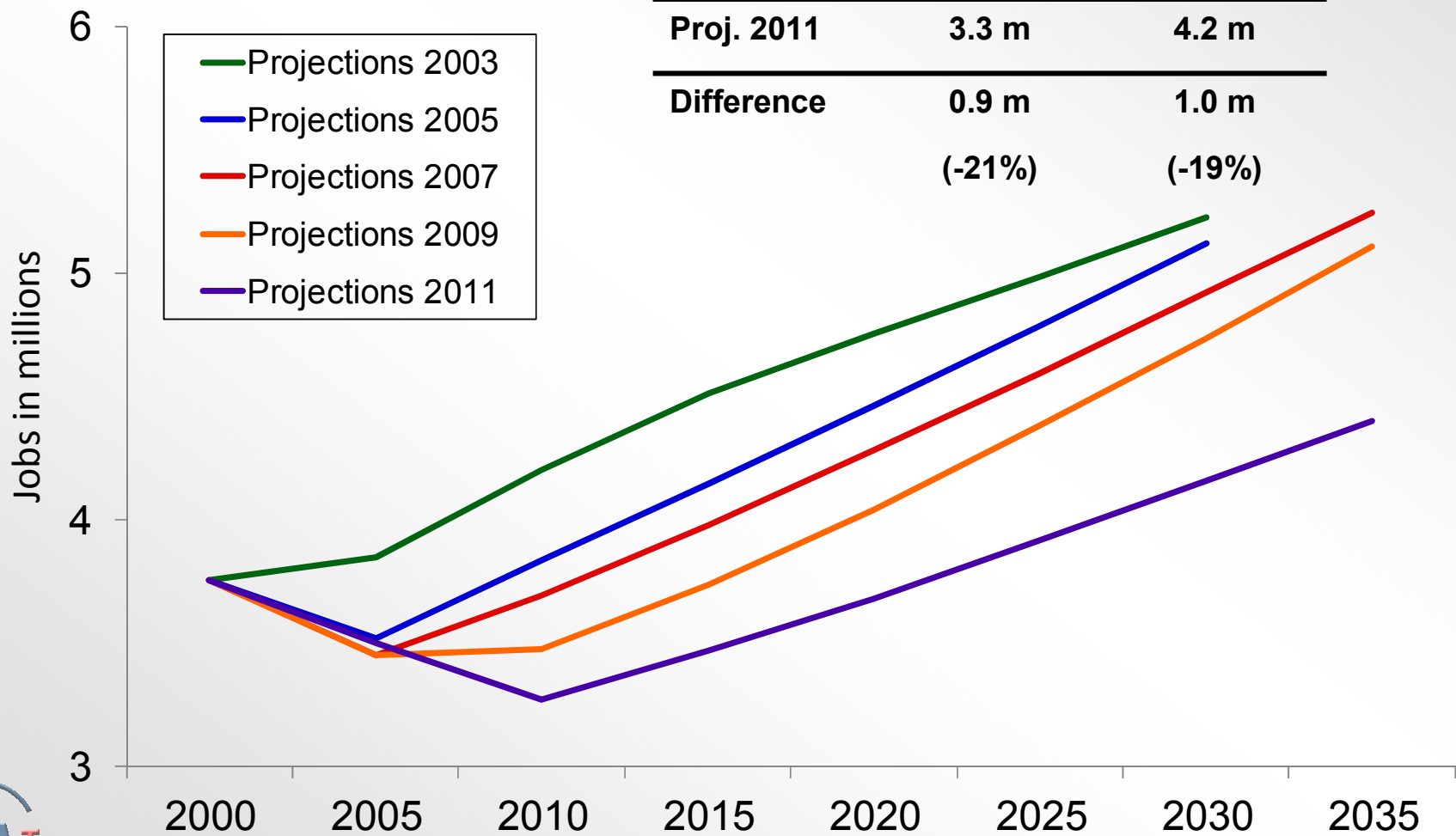
Project Study Report Establishes Engineering Feasibility and Cost Range

- Substantial level of detail:
 - Each corridor analyzed in 1/5th mile segments
 - Unit cost data averaged from active and planned express lane projects
- Caltrans HOV guidelines used to prioritize lane & shoulder reductions
- O&M cost from active and planned express lane facilities
- Frequent CHP enforcement areas, video license plate detection & violations processing
- 40% contingency factor applied to capital cost, 25% contingency to O&M cost

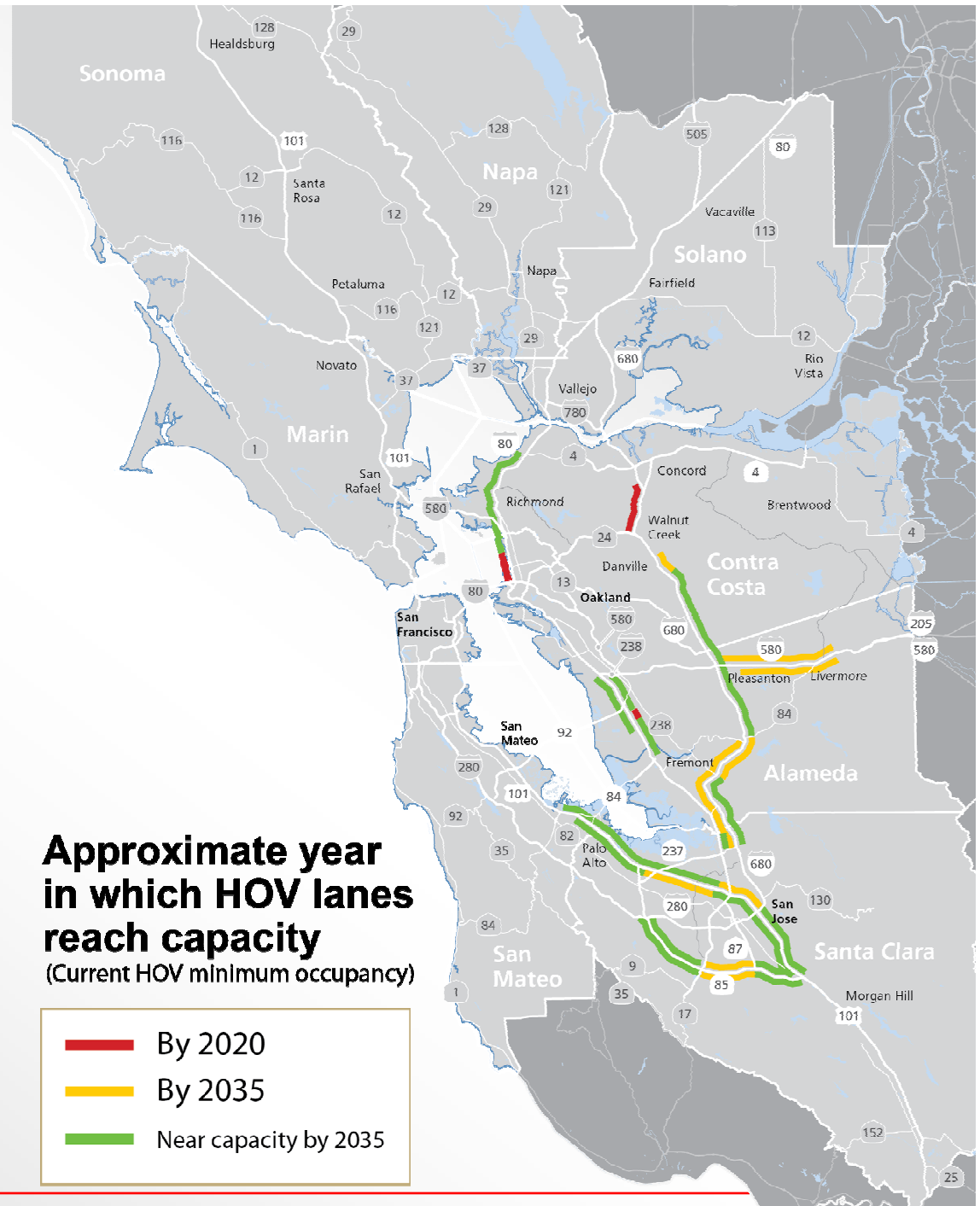


Regional Job Projections

	2010	2030
Proj. 2003	4.2 m	5.2 m
Proj. 2011	3.3 m	4.2 m
Difference	0.9 m (-21%)	1.0 m (-19%)



When Do HOV Lanes Fill Up?



Financial Summary

Total amounts through 2040 (millions of inflated dollars)

	Base Case	Conservative Case
Express Lane Toll Revenue	6,500	4,400
Debt Proceeds (Bonds/TIFIA)	2,100	2,400
Local Funding	100	100
Grant Funding	400	800
Capital Costs	(3,000)	(3,600)
Operations, Maintenance and Rehabilitation	(1,500)	(1,300)
Debt Service	(3,400)	(2,300)
Other*	100	100
Potential Net Revenue**	1,300	600

* Other includes financing fees, reserves funding/releases and interest income

** These potential surpluses emerge in the later years (after completion of the Network), and due to their bottom-line nature, are highly sensitive to variations in toll policy, revenue, cost, schedule and financing assumptions.

Benefits to Bus Riders from Gap Closures

Route	Peak Hour Bus Trips (current service)	Bus Rider Hours Saved
A. I-80 Yolo County to I-505	4	90
B. I-80 I-505 to Carquinez Bridge	40	840
C. I-680 Gold Hill Rd. to I-780	4	50
D. I-680 Route 242 to North Main St.	40	70
E. I-680 Alcosta Blvd. to SR 237	4	80
F. I-580 Greenville to San Joaquin County	40	360
G. I-880 Hegenberger to Lewelling	30	90
TOTAL		1,580

